

1. 2006SP-108U-08

Metrocenter Auto Facility

Map 081-04, Parcels 084, 085, 086, 087, 088, 089, 090, 091, 092, 093, 098, 099, 100, 101, 102, 103, 104, 105, 106, 107

Map 081-04, Parcels 111, 113, 114, 122, 123, 124, 125

Subarea 8 (2002)

Council District 2 - Jamie D. Isabel, Sr.

A request to change from MUL and R6 to SP zoning various properties bounded by Metrocenter Boulevard, Dominican Drive, and Clay Street (4.96 acres), to permit a new automobile sales and service complex with two buildings totaling 32,225 square feet, requested by Barge Cauthen & Assoc. Inc., applicant, for Metrocenter Properties Inc., CB & J Properties LLC, South Central Bell Telephone Co., Felix Wade et ux, and Strickland Enterprises, owners.

STAFF RECOMMENDATION: If the associated North Nashville Community Plan is amended, then staff recommends approval with conditions.

APPLICANT REQUEST - Preliminary SP

A request to change approximately 4.96 acres from mixed use limited (MUL) and residential single-family (R6) to specific plan (SP) zoning on various properties bounded by Metrocenter Boulevard, Dominican Drive, and Clay Street, to permit a new automobile sales and service complex with two buildings totaling 32,225 square feet, and an existing telephone utility/communication facility.

Existing Zoning

MUL district -Mixed Use Limited is intended for a moderate intensity mixture of residential, retail, restaurant, and office uses.

R6 District-R6 requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.72 dwelling units per acre including 25% duplex lots.

Proposed Zoning

SP district -Specific Plan is a zoning district category that provides for additional flexibility of design, including the relationship of buildings to streets, to provide the ability to implement the specific details of the General Plan.

- The SP District is a base zoning district, not an overlay. It will be labeled on zoning maps as “SP.”
- The SP District is not subject to the traditional zoning districts’ development standards. Instead, urban design elements are determined **for the specific development** and are written into the zone change ordinance, which becomes law.
- Use of SP **does not** relieve the applicant of responsibility for the regulations/guidelines in historic or redevelopment districts. The more stringent regulations or guidelines control.
- Use of SP **does not** relieve the applicant of responsibility for subdivision regulation and/or stormwater regulations.

NORTH NASHVILLE COMMUNITY PLAN

Existing Policies - Structure Policy

Corridor Center (CC) -CC is intended for dense, predominantly commercial areas at the edge of a neighborhood, which either sits at the intersection of two major thoroughfares or extends along a major thoroughfare. This area tends to mirror the commercial edge of another neighborhood forming and serving as a “town center” of activity for a group of neighborhoods. Appropriate uses within CC areas include single- and multi-family residential, offices, commercial retail and services, and public benefit uses. An accompanying Urban Design or Planned Unit Development overlay district or site plan should accompany proposals in these policy areas, to assure appropriate design and that the type of development conforms

with the intent of the policy.

Detailed Policy

Mixed Use in Corridor Center MxU in CC -MU is intended for buildings that are mixed horizontally and vertically. The latter is preferable in creating a more pedestrian-oriented streetscape. This category allows residential as well as commercial uses. Vertically mixed-use buildings are encouraged to have shopping activities at street level and/or residential above.

Proposed Policy -Detailed Policy

Commercial in Corridor Center C in CC -Commercial is intended for commercial uses only, with no residential uses. It is intended for mixed commercial buildings with shops at street level and office uses on the upper levels.

Consistent with Policy? - Yes. The proposed Specific Plan is consistent with the area's Corridor Center policy and the proposed Commercial detailed policy. The proposed SP zoning is not consistent with the existing Mixed Use detailed land use policy, however.

PLAN DETAILS

Site Plan - The site plan calls for two individual buildings totaling 32,225 square feet of area that will be used for automobile display office/sales use and maintenance and repair. The site also contains an existing telephone utility/communication facility, which will remain on the property. The site will be accessed from two locations off Dominican Drive, and from a right only entrance off of Metrocenter.

As proposed, 264 parking spaces will be provided. Parking will be used for customer and employee parking as well as for automobile display.

Landscaping is provided throughout the site with a majority of the landscaping being along Metrocenter Boulevard. Because Metro Center Boulevard is a gateway into Metro Center, staff recommends that the landscaping along Metro Center Boulevard should be intensified.

Street Closure - In 2002, the Metro Council abandoned 5th Avenue North, which ran through this property from Dominican to Clay Street.

PUBLIC WORKS RECOMMENDATION - All Public Works design standards shall be met prior to any final approvals and permit issuance. Any approval is subject to Public Works' approval of the construction plans. Final design and improvements may vary based on field conditions.

The developer shall comply with the following conditions or submit an access study:

- (1) Realign the driveway at Dominican Drive directly across from the intersection of French Landing.
- (2) Provide one entering lane and two exiting lanes at the driveway onto Dominican Drive.
- (3) Construct a dedicated left turn lane (in the existing median) on French Landing at Dominican Drive. The left turn lane shall have 75 ft of storage and an auxiliary taper per AASHTO/MUTCD standards.
- (4) Provide connectivity/cross access to the development (Starbucks) west of this site.

Typical Uses in Existing Zoning District: MUL/R6

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Gas Station With convenience market (951)	4.96	0.094	20,309	14,989	1,361	1,065

***Adjusted as per use**

Typical Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
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Car Dealership()	4.96		32,225	1,075	67	86
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Change in Traffic Between Typical Uses in Existing and Proposed Zoning District

Land Use (ITE Code)	Acres	--		Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--	4.96			-13,914	-1,294	-979

STORMWATER RECOMMENDATION - Approve with the following conditions.

1. Add 78-840 Note: "Any excavation, fill, or disturbance of the existing ground elevation must be done in accordance with storm water management ordinance No. 78/840 and approved by the Metropolitan Department of Water Services."
2. Add Preliminary Note: "This drawing is for illustration purposes to indicate the basic premise of the development. The final lot count and details of the plan shall be governed by the appropriate regulations at the time of final application."
3. Add Access Note: "Metro Water Services shall be provided sufficient and unencumbered access in order to maintain and repair utilities in this site."
4. Add C/D Note: "Size driveway culverts per the design criteria set forth by the Metro Stormwater Management Manual (Minimum driveway culvert in Metro ROW is 15" CMP)."

CONDITIONS (If approved)

1. Any sign shall be monument type and limited to no more than 4 feet in height and no larger than 20 square feet in area.
2. Prior to approval of the final development plan, the project should be given a new title.
3. Landscaping along Metro Center Boulevard, including increased landscaping to identify the area as a gateway to Metro Center, must be approved by planning staff prior to approval of the final development plan.
4. Prior to final SP approval, the plan must identify the size and use of the telephone utility located on the property.
5. Prior to the issuance of any permits, confirmation of preliminary approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services
6. Prior to the issuance of any permits, confirmation of preliminary approval of this proposal shall be forwarded to the Planning Commission by the Traffic Engineering Section of the Metropolitan Department of Public Works for improvements in the public right of way.
7. Subsequent to enactment of this Specific Plan district by the Metropolitan Council, and prior to any consideration by the Metropolitan Planning Commission for final site development plan approval, a paper print of the final boundary plat for all property within the district must be submitted, complete with owners' signatures, to the Planning Commission staff for review.
8. For any development standards, regulations, and requirements not specifically shown on the SP plan and /or included as a condition of Commission approval, the property shall be subject to the standards, regulations, and requirements of the CS zoning district.
9. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building

permits.

10. A revised plan showing all required revisions and listing all conditions of approval shall be submitted within 60 days after the PUD has received the final approval of the Metro Council.

Approved with conditions (9-0), *Consent Agenda*

Resolution No. RS2006-281

“BE IT RESOLVED by The Metropolitan Planning Commission that 2006SP-108U-08 is **APPROVED WITH CONDITIONS. (9-0)**

Conditions of Approval:

1. Any sign shall be monument type and limited to no more than 4 feet in height and no larger than 20 square feet in area.
2. Prior to approval of the final development plan, the project should be given a new title.
3. Landscaping along Metro Center Boulevard, including increased landscaping to identify the area as a gateway to Metro Center, must be approved by planning staff prior to approval of the final development plan.
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9. The requirements of the Metropolitan Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
10. A revised plan showing all required revisions and listing all conditions of approval shall be submitted within 60 days after the PUD has received the final approval of the Metro Council.

The proposed SP district is consistent with the North Nashville Community Plan’s Corridor Center structure policy and the newly amended Commercial in Corridor Center policy, which are both intended for residential office and commercial activities.”